

Amendments to the Specification:

The paragraph starting at page 3, line 26, is amended and now reads as follows:

-- With the above solution, an air spring strut is provided which, in an especially advantageous manner, combines a good spring action and/or damping from the multi-chamber system with an effective transverse stiffness. With the eccentric arrangement of the two air springs to each other, disturbing wheel contact transverse forces can be countered in a defined manner whereby an improved driving performance and a longer service life ~~results~~ result for an air spring strut configured in this manner. --

The paragraph starting at page 7, line 17, is amended and now reads as follows:

-- The piston element 2 is shown as a solid piston. However, in lieu of a solid piston, a known shock absorber can be used whereby a so-called spring damping unit is formed which, in turn, exhibits [[an]] especially favorable spring and damping characteristics. --

The paragraph starting at page 7, line 22, is amended and now reads as follows:

-- As shown in FIG. 1, a spring element 13 is mounted on the

motor vehicle chassis 5 and a spring element 14 is mounted on the piston element 2. These spring elements (13, 14) are preferably made of a spring-elastic material. Maximal impact forces or maximal ~~forces~~ forces, which occur when the air spring strut bottoms bottoms, can be taken up by the spring elements (13, 14). --